

LOADED LIKE SHEEP.

Plymouth Passengers Complain of Their Treatment.

Transferred, Panko-Stricken, to Seven Cars at Newport.

After Changing at Providence, 470 Arrive Here This Morning.

Four hundred and seventy passengers on the Fall River line steamer Plymouth, which ran on the rocks off Rose Island, near Newport, last night, arrived at the Grand Central Depot at 10:45 o'clock this morning on a special train over the Shore line.

They were a weary-looking, travel-stained crowd, none of them having been able to obtain any rest during the night. Several were interviewed by an "Evening World" reporter, and without exception they were loud in their denunciation of the treatment they received at the hands of the Fall River line officials and of the accommodations afforded by the railroad.

All the passengers were hustled into a hastily arranged special train seven cars at Newport, where they were forced to change at Providence, where they were compelled to stay for over an hour.

The train, during the first part of the journey, afforded the poorest kind of accommodations. The cars were small and stuffy, the passengers were crowded into every seat, and many were compelled to find places on top of the coal boxes, and on the arms of the seats.

There was no water at all on the train, which crept along at almost a snail's pace.

Providence passengers were transferred to another train of ten cars. These were a little larger and one sleeper was added.

The rest of the trip, however, was far from comfortable, and many of the passengers, many of whom were women and children, were in an exhausted condition when they arrived here this morning.

The story of the accident as told by the passengers of the entire blame upon the officers of the steamer. The report that there was a heavy fog is stoutly denied. Many of the passengers who were on the ship at Newport said that there was a light mist, but this was easily penetrated by the naked eye.

Capt. Davis is quoted as saying that the accident was mainly due to a tug, which was too close to the steamer, and that the tug had passed her in the fog, and that the tug was too close to the steamer.

The story regarding the condition of the Plymouth varies. The officers claim that the boat was not damaged, but that the last night the tug was too close to the steamer, and that the tug was too close to the steamer.

It is also claimed that the Plymouth had almost an entire green crew on board last night, and that the tug was too close to the steamer, and that the tug was too close to the steamer.

The following is the story of the accident as told by A. R. Davies, George W. R. Hall and other passengers who were on the Plymouth: "We were rounding Rose Island, and the tug was too close to the steamer, and that the tug was too close to the steamer."

"When the tug passed us we were near the shore, and the tug was too close to the steamer, and that the tug was too close to the steamer."

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RACERS IN A WRECK.

Horses Owned by Billy Roller and Charley Kelly Killed.

Were Being Taken from Hawthorne to the Minneapolis Track.

Both of the Turfmen Well Known New Yorkers.

CHICAGO, June 18.—Four men were badly injured and nine valuable racehorses, the property of C. J. Kelly and W. H. Roller, killed in a wreck on the Wisconsin Central Railroad, at Stillman Valley, about 12 o'clock last night.

The wreck was caused by a broken coupling. Immediately after the accident a lantern was overturned and the wreck took fire. Seven other horses were so badly injured that they will have to be destroyed.

The injured are: John Riley, legs broken and body badly burned; John Lahey, severely bruised; Michael Woods, arm broken, spine hurt.

The train was on its way from Hawthorne Park Track to Minneapolis, carrying a full load of horses and drivers. It left Chicago at 8 o'clock last night.

William H. Roller is one of the best known trainers in this part of the country. He has a large stable of horses, and is well known to the racing public. He owned such horses as Little Red, Ararat, Lester and several others.

His stable was also well known, and although he did not own a large string, he had some good selling places in his stable.

His horses were all good west-winners. He has been racing for many years, and has been successful in many of his ventures.

He is the person who is most badly injured, and is probably the boy who will ride Kingstuck occasionally for Kelly. His recovery is doubtful.

Ed Corrigan, owner of Hawthorne Park, Chicago, will not be at the meeting of the American Turf Congress, which is being held at the city.

Corrigan has been at odds with the racing public since its existence, and the parting slap in the face which the master of Hawthorne received last night will not be soon forgotten.

The Turf Congress at its session last night refused to admit Hawthorne Park to membership. The applications of Washington Park and the Crescent City Club, of New Orleans, were also refused.

The Chicago Fair track, which was a two-year-old track, was granted a license to race. The license was granted to the Chicago Fair track, which was a two-year-old track.

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SPORTING MISCELLANY.

The Boston affair of last evening will not be forgotten. The fight between Lanky Bob and the champion of the world was a great one.

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World

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or a Bachelor,

A Housewife

or a Suffragist,

A Saint

or a Sport,

A Wage-Earner

or a Bondholder,

Sweet Sixteen

or a Little Further On,

A Solid Citizen

or a Plain Nobody,

The Things You Are Looking

For You Will Find with

All the News,

Every Day,

Ahead of

Everybody

And In a Most Attractive

Guide In The

6 O'CLOCK

Evening

World

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Yorker's Paper.

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Know What's Going On

Read It!

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